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HEADQUARTERS FIRST AIR FORCE
1 AF/CAOC
AIRSPACE CONTROL AUTHORITY
TYNDALL AFB, FLORIDA
4 SEPTEMBER 2005

JOINT TASK FORCE (JTF) KATRINA AIRSPACE CONTROL PLAN

SECTION 1 – General

1. REFERENCES:

- a. Air Force Doctrine 2-1.7, *Airspace Control in the Combat Zone*
- b. Federal Aviation Administration (FAA) Order 7610.4, *Special Military Operations*
- c. Joint Publication 1-02, *DoD Dictionary of Military and Associated Terms*
- d. Joint Publication 3-52, *Doctrine for Joint Airspace Control in the Combat Zone*
- e. Joint Publication 3-56.1, *Command and Control for Joint Operations*
- f. Multi-service Procedures, *Integrated Combat Airspace Command and Control (ICAC2)*

2. PURPOSE: This Airspace Control Plan (ACP) outlines airspace procedures for assessment, search, rescue, recovery and reconstitution operations in the FEMA-declared disaster areas along the gulf coast from Baton Rouge, LA east to Mobile, AL.

- a. It may also be used for other military operations within the scope directed by the Combined Force Air Component Commander (CFACC). It is designed to incorporate the FAA air traffic capability in the region coupled with the rescue resources of the military into a cohesive unit. We have a tremendous responsibility and everyone is expected to maintain the utmost standards of professionalism during this operation.
- b. This ACP is based on the premise that ATC facilities will continue to be used for as long as possible to provide VFR separation. Existing Air Traffic Control (ATC) facilities and communications will be used to the maximum extent possible. This document is in no way intended to supersede air traffic control procedures/instructions. Aircraft operating on routes inside Class B, C and D airspaces will operate in accordance with ATC airspace class requirements. This plan contains general guidance and procedures for airspace control within the KATRINA joint operations area.

3. IMPLEMENTATION: The guidance provided in this ACP is directive to all military recovery operations aircrew; air, ground or surface (land and naval) forces; air defense sector; and any current and future Command and Control agencies; and ground, naval, and DoD forces. Strict adherence to this ACP, as well as FAA air traffic procedures will ensure the safe, efficient and expeditious use of airspace with minimum restrictions placed on civil or military aircraft. The key word being “Safe.”

- a. Changes to this ACP will be disseminated via Special Instruction (SPINS) and/or separate messages, as required, and then incorporated in the next edition. The Airspace Control Order (ACO) implements this ACP.
 - b. This ACP is unclassified to ensure open and expeditious coordination and negotiation of ONE mission airspace information is exchanged between the CAOC and the FAA.
 - c. This ACP only covers aircraft participating in the recovery mission. It does not include civilian aircraft, routine military training flights, or military aircraft supporting other operations. It is strongly encouraged non-participating civilian aircraft adhere to the guidance in this plan and follow the TFRs and NOTAMS to the letter.
 - d. The ACP is effective upon order by the Airspace Control Authority (ACA). The Airspace Control Order (ACO) is effective 1000z-0959z daily and published along with the Air Tasking Order (ATO) and as a separate document. Retain the ACP and any changes throughout the operation.
4. **SAFETY:** This ACP is based on the understanding that FAA ATC facilities will continue to restore all facilities and return to normal operations. Until the FAA is fully operational and can provide radar traffic advisories in the area, a constant vigilance must be made to ensure the safest flight operations. In the meantime, a military Command and Control (C2) platform will be on-station to assist in traffic calls but in no way replaces the ATC facility. It is merely to direct recovery operations. Military C2 platforms are not air traffic control agencies and should not provide vectors or altitude assignments without consent of the FAA ATC facility. This document supplements the capabilities of the FAA during degraded operations immediately following Katrina and will be operational as soon as possible.
- a. Temporary Flight Restrictions are established by the FAA to ensure rescue operations can continue with minimal disruption to rescue and recovery operations; however, media helicopters operate in the same area and pose an additional flight risk.
 - b. Louis Armstrong New Orleans International Airport (KMSY) Class B airspace is conducting operations 24/7 using visual flight rules (VFR). Communications requirements for all classes of airspace must be obeyed at all times. Check NOTAMs for FAA operational airspace times.
 - c. Finally, safety of our aircrew is the number one priority. It can't be stressed enough, when operating in any part of the disaster area; heads-up vigilance must be exercised. The opportunity for near-miss or mid-air is high and there are reports of small arms fire within the New Orleans TFR. If any small arms fire is observed, immediately take protective measures and report the incident to the C2 aircraft/agency, FAA air traffic control and the CAOC. Geographic description is the SE corner of City Park, SSE through the French Quarter to the Mississippi River waterfront. Reported small arms fire coordinates: 295836N 0900635W, 295958N 0900425W, 295827N 0900258W, and 295707N 0900355W.

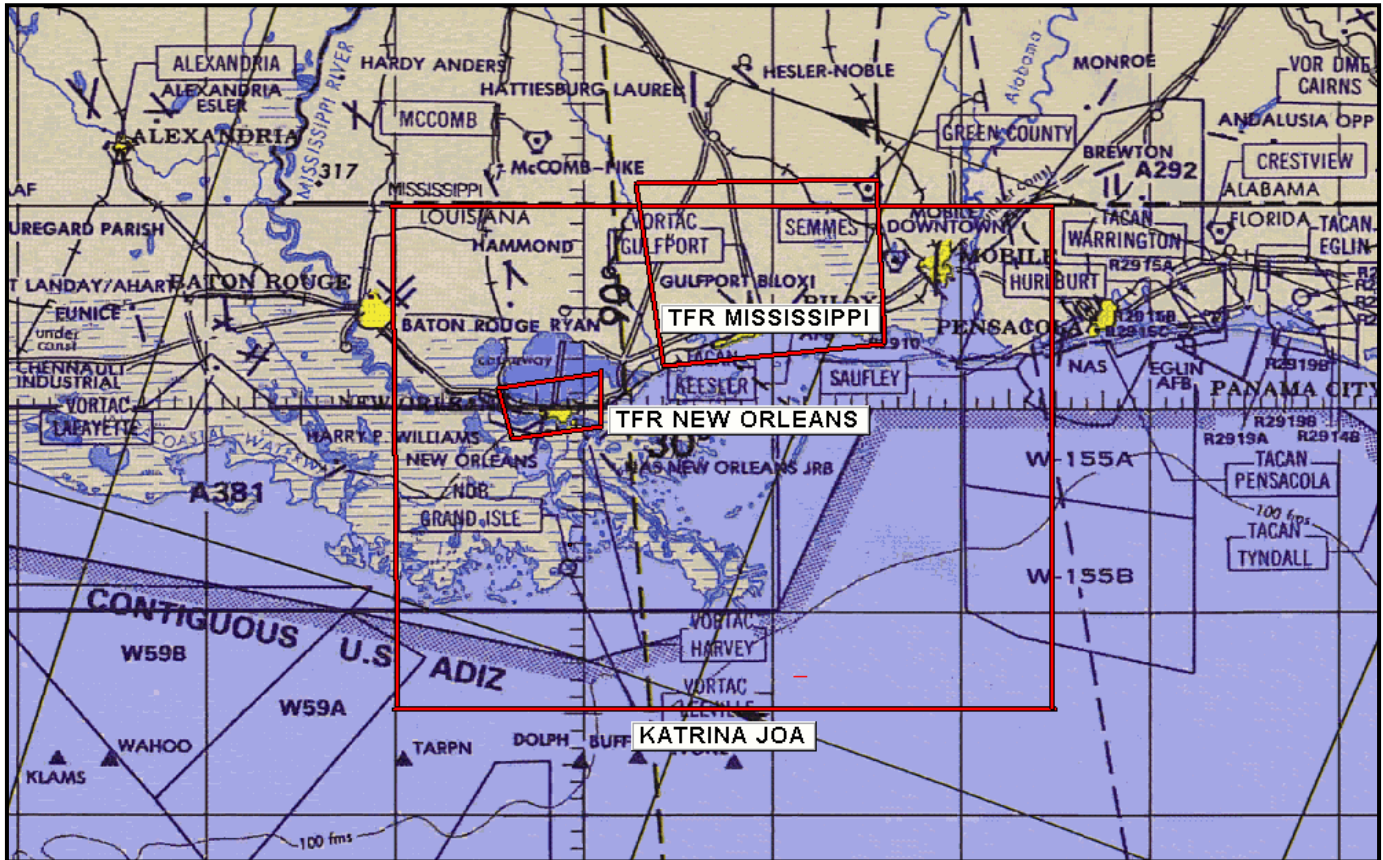


Figure 1. Katrina Joint Operating Area With Temporary Flight Restrictions

5. **KATRINA JOINT OPERATIONS AREA (JOA):** The JOA is the airspace encompassing southern Mississippi, southern Alabama and southern Louisiana, the areas hardest hit by the destructive path of Hurricane Katrina, surface up to but not including 5000' MSL. While there are currently TFRs established by the FAA that are mostly within the confines of the JOA, the JOA itself is not a TFR.

1. JOA

3100N 09100W

3100N 08730W

2830N 08730W

2830N 09100W

- a. Search Grids. 125 15x15 NM search boxes are contained within the entire JOA, normally referred to as the Common Grid Reference System (CGRS). Each search box contains nine 5x5 NM (keypad) search areas.

6. **OPERATIONS:** Rescue operations within the JOA are conducted under VMC conditions. See and Avoid at all times. Visual Meteorological Conditions (VMC) will be used to the maximum extent possible. In the event of Instrument Meteorological Conditions (IMC), all aircrews will follow instructions from the ATC controlling agency or C2 monitoring agencies. All aircraft should use local altimeter.
7. **MARITIME OPERATIONS:** US Naval forces are in the process of positioning ships off the coast of Louisiana, Mississippi and Alabama to aid in the Humanitarian and Disaster Relief efforts. No naval airspace will be established over these forces. Numerous aircraft will conduct resupply, defensive support and ambulatory carrier service to and from hospital ships.
8. **CAPABILITIES**
 - a. **FAA.** The Federal Aviation Administration (FAA) provides positive control to all air traffic operating within their designated control areas. The FAA is responsible for separation of aircraft by providing positive control of air traffic to ensure a safe, orderly and expeditious flow of air traffic within their assigned airspace. This is accomplished through the use of radar, non-radar and procedural methods. The FAA remains the controlling agency for all airspace within the United States and has delegated regional Air Route Traffic Control Centers (ARTCCs) to manage their respective areas. Terminal radar facilities may either be FAA or military controlled and designated in Letters of Agreements. Control towers direct activities in the immediate vicinities of active runways when so designated in an LOA.
 - b. **1st Air Force (1 AF).** Located at Tyndall Air Force Base, Florida, 1 AF provides centralized command of all JTF Katrina military air-assets. As the senior military command and control agency in the US, 1 AF is responsible for centralized planning while the C2 platform is responsible for decentralized execution. Through partnership with the FAA and other government agencies, 1 AF maintains an open line of communication to ensure standard operating procedures are established and followed. 1 AF, subordinate to NORAD, interprets higher headquarters guidance and intent, determines priorities, creates a plan, and then monitors air-integration and synchronization of that plan. As the principle authority executing the NORAD Homeland Defense and Civil Support missions, 1 AF is divided into two main organizations, Combat Plans and Combat Operations. Combat Plans produces the Master Air Attack Plan (a military term for “schedule”) through the Air Tasking Order (ATO), Airspace Control Order (ACO), Special Instructions (SPINS), and Air Operations Directives (AOD). Combat Operations monitors the execution of the ATO, ACO and SPINS, and coordinates real-time changes to the schedule with the appropriate internal and external agencies. The term 1 AF and the Combined Air and Space Operations Center (CAOC) used in this document imply the same responsibilities.
 - c. **Airspace Control Cell.** 1 AF, Airspace managers are military and civilian air traffic controllers responsible for coordinating and integrating all JTF Katrina mission airspace with the FAA. They utilize and incorporate the positive control elements of the National Airspace System (NAS) and procedural control capabilities of Theatre Battle Management Core Systems (TBMCS) computers. In recognition of the FAA’s statutory responsibility, military air operations are designed to have as little impact on the NAS system as possible.

- d. **Command and Control (C2)/ Military Radar Units (MRUs):** Integrated radar systems and communications capabilities are used to monitor all aircraft operating within the JOA. MRUs can be an airborne aircraft or a ground-based air defense sector.

SECTION 2 – Functional Responsibilities

The functional responsibilities are not overriding of any duties outlined in current procedures. They are designed to illustrate an expectation between organizations when coordination must occur. In a very broad sense, it demonstrates the interaction between the 1 AF Airspace Control Cell and each of the below components when coordinating JTF Katrina airspace.

1. AIRSPACE CONTROL CELL (ACC): Within 1 AF, the ACC is the CFACCs and the ACAs focal point for airspace coordination matters. Planning and coordination of airspace is conducted in the ACC.

- a. The ACC will ensure airspace is coordinated with civil and military air traffic control facilities as well as the air defense sectors. Accurate and timely exchange of airspace requirements will ensure our intentions are well publicized. The ACC will ensure ATC plans are compatible with mission requirements and evaluate requests for airspace. The ACC will establish restrictions for the JOA and, after coordination with the respective mission planner, draft special procedures for the use of airspace, if necessary.
- b. The risk of mid-air collision between aircraft has to be recognized. Airspace Coordinating Measure (ACM) requests supporting relief efforts will be processed on a first come, first served basis. Airspace managers will identify conflicts to airspace users for resolution. If the users are unable to resolve identified conflicts, higher authority (CFACC/ Sr FAA Officials) may direct deconfliction or accept the risk.
- c. Total airspace deconfliction between military vs. military and military vs. civilian traffic would impose undue constraints on the National Airspace System. The ACO will govern usage of airspace within the JOA with a simple pre-planned system of ACMs that can be adjusted according to mission requirements. To assist with coordination, all component services and civil authorities, as required, will provide liaisons. All air activities will be thoroughly coordinated with FAA representatives.
- d. The ACC is subdivided into two cells, one in Combat Plans and one in Combat Operations. The Combat Plans Airspace Control Cell's function is to deconflict preplanned ACM's for ATO's in planning and published in the ACO. The Combat Operations Airspace Control Cell's primary function is to handle real-time airspace control issues during the ATO/ACO execution phase. Real time changes are accomplished through coordination with the sector FAA Air Defense Liaison Officers (ADLO). If a change needs to be made to an ACO in execution, Combat Plans Airspace Control Cell must make it.

2. **AIRSPACE CONTROL AUTHORITY (ACA):** See Combined Forces Air Component Commander.
3. **AIR DEFENSE SECTORS:** There are three air defense sectors responsible for maintaining watch over their respective areas within the United States and Puerto Rico. Each sector, NEADS/SEADS/WADS, is responsible for coordinating activities with military and civil authorities as outlined in the FAAH 7610.4. Among their many and varied responsibilities, they issue Airborne Orders (ABOs) and Scramble Orders in accordance with governing guidelines and coordinate with air traffic facilities on airspace activation.
4. **AIRCREW: Military** aircrews supporting JTF Katrina are responsible for reading, understanding and complying with the ATO and the ACO. In addition to the taskings set forth in these documents, aircrews are also responsible for filing flight plans, checking FAA Notice to Airman (NOTAMs), receiving a weather briefing, etc. In overseas combat theaters the ATO and the ACO are your “take off” directions. In the US, this is not the case. Aircrews must file standard flight plans through the FAA system, with a delay in the airspace assigned in the ATO. The ATO and ACO as well as the flight plan are the authorization.
5. **US COAST GUARD:** Coast Guard aircraft support the relief efforts. Their taskings, although a part of JTF Katrina, may not always be included in the ATO or the ACO.
6. **COMBINED FORCES AIR COMPONENT COMMANDER (CFACC):** The First Air Force Commander, located at Tyndall AFB, FL, is designated as the CFACC for JTF Katrina. Among many other duties, he also acts as the Airspace Control Authority (ACA) and the Air Defense Commander (ADC). The ACA establishes an airspace need that responds to the guidance provided by the Joint Force Commander (JFC). It provides for an integration of military operations in the NAS, and coordinates JTF Katrina airspace requirements. The ACA develops the Airspace Control Plan and, after JFC approval, promulgates it throughout the AO, to include civilian agencies. The ACA delegates airspace coordination responsibilities to the ACC.
7. **1 AF FAA ADLO:** The 1 AF FAA ADLO is the airspace coordination link between the Airspace Control Cell and FAA facilities. JTF Katrina airspace requirements are coordinated through the FAA ADLO to the affected air traffic control facilities to ensure mission accomplishment while limiting the impact to civilian aviation. Conflicts with civilian airspace are coordinated through the FAA ADLO.
8. **1 AF/CAOC PLANNERS:** Aircraft platforms that participate in JTF Katrina operations have planners located in the AOC. For tasking issues, contact 1 AF planners at 850-283-5840/5864/5841 or DSN 523-5840/5864/5841. For airspace planning issues 850-283-5860/5837 or DSN 523-5860/5837. For execution issues 850-283-5573/5480/5312 or DSN 523-5573/5480/5312.
9. **AIRSPACE CONTROL ORDER (ACO):** ACMs will be promulgated in the ACO and disseminated to all agencies concerned, military and civilian. The primary distribution method is via the Theater Battle Management Core Systems (TBMCS) or the next generation battle planning tools. The ACO and ATO are also posted on the NORAD home page, the 1 AF RELCAN website and the 1 AF SIPR website. These sites are unavailable outside military servers; however, this

mission is unclassified and will be disseminated to civilian agencies.

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- a. The ACO will be published daily and will be effective until the next ACO is published. The ACO can be disseminated separately or as part of each basic ATO. If it is connected to the ATO it is located in the Special Instructions (SPINS) section. It is always available in the “AAT” module of TBMCS and on the websites listed in the previous paragraph.
 - b. The ACO will carry the same identification and time period as the ATO. Changes to the ACO will be disseminated in the same manner as the original but will be identified by their respective change number. All airspace users should review all changes to the ACO immediately, as it may directly impact their operation.
 - c. To ensure the FAA receives timely information on JTF Katrina activities, the ACC will pass along known airspace times shortly after the ACO is published.

10. **Air Tasking Order (ATO):** The ATO is published the same times as the ACO. It is designed to task aircraft to specific a mission and used in conjunction with the ACO.

SECTION 3 – Airspace Guidance

1. **SPIDER POINTS:** The below points are used by military helicopters to indicate route definition. The aircraft commander will list these names in the order flown.

AMPHIB	2859N 08759W
BURAS	2921N 08931W
CAT ISLAND	3013N 08909W
DAUPHIN	3019N 08808W
GONZALES	3015N 09055W
GRAND ISLAND	3008N 08925W
GULFPORT	3024N 08904W
HAMMONDS	2931N 09010W
HORN ISLAND	3014N 08841W
IRONTON	2939N 08957W
JACK EDWARDS	3017N 08740W
LEEVILLE	2910N 09006W
LUMBERTON	3100N 08925W
LUTCHER	3004N 09042W
MCHENRY	3042N 08908W
NAS NO	2949N 09001W
PICAYUNE	3031N 08939W
POPLARVILLE	3050N 08929W
PORT SULFUR	2928N 08941W
PROCTOR PT.	2957N 08943W
SALVADOR	2948N 09012W

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SHELL	2902N 08919W
SHIP ISLAND	3012N 08858W
THREE BRIDGES	3009N 08951W
WIGGINS	3050N 08909W

2. **JOINT OPERATION AREA TRANSITIONING / INGRESS-EGRESS POINTS:** All military aircraft will enter and exit the JOA at one of these locations. Offset at least ½ mile to the right when entering or exiting the JOA. Maintain VFR at 1,000 MSL up to but not including 2,000 MSL. If originating within the JOA, proceed direct to your CGRS avoiding ATC airspace around airports. Civilian aircraft participating in JOA operations should use the same procedures as the military.

BASIL	3025N 08730W
BAY	3030N 08730W
CILANTRO	3100N 08730W
CINNAMON	3100N 09010W
CLOVES	3100N 08930W
CORIANDER	3100N 08810W
CUMIN	3100N 08850W
CURRY	3100N 09050W
HABANERA	3032N 09100W
HORSE RADISH	3034N 09100W
PARSLEY	2830N 08950W
PEPPER	2830N 08840W
SAGE	2830N 09100W
SALT	2830N 08730W

4. **JOA SEARCH AND RECOVERY PROCEDURES:** SAR operations will be conducted under VFR flight rules. While conducting active search and recovery operations maintain the altitude block surface up to but not including 500 MSL. Transitioning from search block to search block while on an active search and recovery mission will be in the block 500 MSL up to but not including 1,000 MSL.
5. **JOA FIXED WING / AIR REFUELING PROCEDURES:** Low altitude refueling operations are being conducted in the JOA. Altitudes of refueling operations should refuel at 2,500 MSL up to but not including 4,000 MSL. When not refueling, the C-130 should climb and maintain VFR between 4,000 up to but not including 5,000 MSL.
6. **JOA INGRESS/EGRESS PROCEDURES:** Aircraft entering the JOA must enter at one of the ingress points listed in paragraph 2 above and maintain 1,000 MSL up to but not including 2,000 MSL. Once in the confines of your grid, maintain VFR and descend to search and recovery altitudes. Search and recovery operations are surface up to but not including 500 MSL. If assigned to another grid that is not adjacent to the one your currently in, climb VFR to 500 MSL up to but not including 1,000 MSL until in the confines of your new grid, then descend to search altitudes.



Figure 2. Search and Rescue Visual Flight Rules Operating Altitudes

Glossary of Terms

Airborne Early Warning. The detection of enemy air or surface units by radar or other equipment carried in an airborne vehicle, and the transmitting of a warning to friendly units. Also called AEW. (JP 1-02)

Air Corridor. A restricted air route of travel specified for use by friendly aircraft and established for the purpose of preventing friendly aircraft from being fired on by friendly forces. (JP 1-02)

Airspace Control Area. Airspace that is laterally defined by the boundaries of the operational area. The airspace control area may be subdivided into airspace control sectors. (JP 1-02)

Airspace Control Authority. The commander designated to assume overall responsibility for the operation of the airspace control system in the airspace control area. Also called ACA. See also airspace control; airspace control area; airspace control system. (JP 1-02)

Airspace Control Boundary. The lateral limits of an airspace control area, airspace control sector, high-density airspace control zone, or airspace restricted area. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Cell. The airspace control authority's primary airspace control facility, including assigned Service component, host nation, and/or multinational personnel and equipment. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Facility. Any of the several Service component, host nation, or multinational facilities that provide airspace control in the combat zone. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Order. An order implementing the airspace control plan that provides the details of the approved requests for airspace coordinating measures. It is published either as part of the air tasking order or as a separate document. Also called ACO. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Plan. The document approved by the joint force commander that provides specific planning guidance and procedures for the airspace control system for the joint force operational area. Also called ACP. See also airspace control system; joint operations area. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02.)

Airspace Control Procedures. Rules, mechanisms, and directions that facilitate the control and use of airspace of specified dimensions. See also airspace control authority; airspace control in a combat zone; airspace control order; airspace control plan. (Approved for inclusion in the next edition of JP 1-02.)

Airspace Control System. An arrangement of those organizations, personnel, policies, procedures, and facilities required to perform airspace control functions. Also called ACS. (JP 1-02)

Airspace Coordinating Measures. Measures employed to facilitate the efficient use of airspace to accomplish missions and simultaneously provide safeguards for friendly forces. Also called ACMs. See also airspace control area; airspace control boundary; airspace control sector; airspace coordination area; high-density airspace control zone; weapons engagement zone. (Approved for inclusion in the next edition of JP 1-02.)

Airspace Management. The coordination, integration, and regulation of the use of airspace of defined dimensions. (JP 1-02)

Airspace Restrictions. Special restrictive measures applied to segments of airspace of defined dimensions. (JP 1-02)

Air Tasking Order. A method used to task and disseminate to components, subordinate units, and command and control agencies projected sorties, capabilities and/or forces to targets and specific missions. Normally provides specific instructions to include call signs, targets, controlling agencies, etc., as well as general instructions. Also called ATO. (JP 1-02)

Air Traffic Control Facility. Any of the component airspace control facilities primarily responsible for providing air traffic control services and, as required, limited tactical control services. (JP 1-02)

Amphibious Objective Area. A geographical area (delineated for command and control purposes in the order initiating the amphibious operation) within which is located the objective(s) to be secured by the amphibious force. This area must be of sufficient size to ensure accomplishment of the amphibious force's mission and must provide sufficient area for conducting necessary sea, air, and land operations. Also called AOA. (JP 1-02)

Combined Operation. An operation conducted by forces of two or more Allied nations acting together for the accomplishment of a single mission. (JP 1-02)

Concept of Operations. A verbal or graphic statement, in broad outline, of a commander's assumptions or intent in regard to an operation or series of operations. The concept of operations frequently is embodied in campaign plans and operation plans; in the latter case, particularly when the plans cover a series of connected operations to be carried out simultaneously or in succession. The concept is designed to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Also called commander's concept or CONOPS. (JP 1-02)

Identification, Friend or Foe/Selective Identification Feature Procedures. The directives that govern the use of identification, friend or foe selective identification feature equipment. See also identification, friend or foe. (JP 1-02)

Joint (Combined) Force Air Component Commander. The commander within a unified command, subordinate unified command, or joint task force responsible to the establishing commander for making recommendations on the proper employment of assigned, attached, and/or made available for

tasking air forces; planning and coordinating air operations; or accomplishing such operational missions as may be assigned. The joint force air component commander is given the authority necessary to accomplish missions and tasks assigned by the establishing commander.

Joint (Combined) Force Commander. A general term applied to a combatant commander, sub-unified commander, or joint task force commander authorized to exercise combatant command (command authority) or operational control over a joint force. Also called JFC. (JP 1-02)

Joint Operations Area. An area of land, sea, and airspace, defined by a geographic combatant commander or subordinate unified commander, in which a joint force commander (normally a joint task force commander) conducts military operations to accomplish a specific mission.

Joint operations areas are particularly useful when operations are limited in scope and geographic area or when operations are to be conducted on the boundaries between theaters. Also called JOA. (JP 1-02)

Positive Control. A method of airspace control that relies on positive identification, tracking, and direction of aircraft within an airspace, conducted with electronic means by an agency having the authority and responsibility therein. (JP 1-02)

Procedural Control. A method of airspace control which relies on a combination of previously agreed and promulgated orders and procedures. (JP 1-02)

//SIGNED//

M. SCOTT MAYES

Major General, USAF

Commander